

Message Text

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ACTION EUR-12

INFO OCT-01 ISO-00 CIAE-00 DODE-00 PM-05 H-01 INR-10
L-03 NSAE-00 NSC-05 PA-01 SP-02 SS-15 ICA-11
TRSE-00 OMB-01 ACDA-12 COME-00 DOTE-00 EB-08
FMC-01 CG-00 DLOS-09 OES-07 /104 W
-----122569 051405Z /72

R 051320Z APR 78
FM AMEMBASSY BONN
TO SECSTATE WASHDC 7358
INFO AMEMBASSY BERLIN
AMEMBASSY LONDON
AMEMBASSY MOSCOW
AMEMBASSY PARIS
AMEMBASSY WARSAW
USMISSION USBERLIN
USMISSION USNATO

C O N F I D E N T I A L SECTION 01 OF 02 BONN 06113

E.O. 11652: GDS
TAGS: PGOV, BQG, ETRN
SUBJECT: INNER-GERMAN TALKS ON HIGHWAY AND WATERWAY
TRANSIT

REFS: (A) USBER 722 (NOTAL)
(B) BONN 5553 (NOTAL)

BEGIN SUMMARY. AT THE MARCH 30 BONN GROUP MEETING,
THE FRG REP (VON RICHTHOFEN) PARALLELED THE SPANGENBERG
BRIEFING OF THE ALLIED MINISTERS (REF A) AND PROVIDED
MORE DETAILED INFORMATION ON THE STATUS OF THE LUMP-SUM
TRANSIT PAYMENT; FRG-GDR NEGOTIATIONS ON THE ENLARGEMENT
OF THE HERLESHAUSEN-WARTHA CHECKPOINT; THE BERLIN-
HAMBURG AUTOBAHN AND THE NORTHERN CROSSING POINT; AND
FRG USE OF THE TRANSIT WATERWAYS. END SUMMARY

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LUMP-SUM TRANSIT PAYMENT

1. VON RICHTHOFEN REITERATED THAT THE FRG WOULD PAY
THE GDR THE FULL SUM, INCLUDING THE DM 45 MILLION
UNDER DISPUTE, ON THE DUE DATE OF MARCH 31, 1978. THE
DISPUTED SUM WAS BEING PAID UNDER THE RESERVATION THAT
THE GDR AGREE TO WORK OUT A COMMON TRAFFIC COUNTING

METHOD WITH THE FRG FOR FUTURE PAYMENTS. THE FRG DESIRE FOR A PROLONGATION OF THE PRESENT RATE STRUCTURE UNTIL 1982, CONTRARY TO WHAT THE FRG BONN GROUP REP HAD REPORTED ON MARCH 21 (REF B), WOULD NOT BE PART OF THE FORMAL FRG RESERVATION. HE ADDED THAT STATE SECRETARY GAUS HAD HAD ANOTHER TALK ON THE SUBJECT WITH GDR DEPUTY FOREIGN MINISTER NIER, BUT NO PROGRESS HAD BEEN MADE. THE TWO WOULD MEET AGAIN IN APRIL.

TRAFFIC NEGOTIATIONS

2. NOT AS MUCH PROGRESS WAS ACHIEVED AT THE MARCH 21 TRAFFIC NEGOTIATIONS AS THE FRG HAD EXPECTED, BECAUSE THE GDR WAS NOT YET ABLE TO ANSWER MANY OF THE INQUIRIES EARLIER PUT TO IT BY THE FRG. THE FRG EXPECTS TO RECEIVE THIS INFORMATION AT THE NEXT SESSION, ON MAY 24.

3. GAUS SPOKE PRIVATELY WITH THE GDR DELEGATION CHIEF, MEISSNER, ON THE MARGINS OF THE TALK. MEISSNER AGAIN EXPRESSED INTEREST IN THE SO-CALLED "GREAT SOLUTION" FOR THE WIDENING OF THE HERLESHAUSEN-WARTHA BORDER CROSSING POINT. (THE "GREAT SOLUTION," ORIGINALLY PROPOSED BY THE GDR IN THE FIRST SOUND OF TRAFFIC NEGOTIATIONS ON OCTOBER 26, 1977, WOULD PROVIDE FOR AN ENLARGEMENT TO FOUR LANES OF THE HIGHWAY FROM THE GDR BORDER TO THE EISENACH-WEST ENTRANCE OF THE GDR

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AUTOBAHN, A DISTANCE OF 7.3 KILOMETERS. THE FRG PROPOSAL IS ONLY FOR A WIDENING OF THE HIGHWAY FOR A DISTANCE OF 900 METERS FROM THE GDR BORDER TO THE GDR CHECKPOINT.)

4. GAUS ALSO RAISED THE PROPOSED BERLIN/HAMBURG AUTOBAHN WITH MEISSNER. MEISSNER SAID THE DELAY IN BEGINNING NEGOTIATIONS WAS NOT DUE TO MILITARY FACTORS, BUT TO THE "GENERAL DISINCLINATION" OF THE SOVIETS. MEISSNER SUGGESTED THAT IT MIGHT BE HELPFUL IF THE FRG RAISED THE SUBJECT OFFICIALLY WITH THE GDR. GAUS SAID NEGOTIATIONS SHOULD BEGIN IN MAY OR JUNE. MEISSNER DID NOT RESPOND.

5. GAUS TRIED TO LINK THE BERLIN/HAMBURG AUTOBAHN TO THE OPENING OF A NEW NORTHERN CROSSING POINT IN WEST BERLIN. MEISSNER SAID THAT, FOR PSYCHOLOGICAL-POLITICAL REASONS, THE NORTHERN CROSSING POINT SHOULD BE DEALT WITH MID-WAY THROUGH THE NEGOTIATIONS ON THE NEW AUTOBAHN. THIS WOULD AVOID UNDUE PUBLICITY.

6. GAUS SUGGESTED COORDINATING THE "GREAT SOLUTION"
FOR HERLESHAUSEN-WARTHA AND THE NEW AUTOBAHN TO

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C O N F I D E N T I A L SECTION 02 OF 02 BONN 06113

DETERMINE THE TOTAL COSTS AND SCHEDULES FOR THE
PROJECTS. MEISSNER SEEMED INTERESTED, BUT DID NOT
RESPOND.

WATERWAYS

7. ALSO DURING HIS PRIVATE TALK WITH MEISSNER, GAUS
RAISED THE SUBJECT OF WATERWAYS TRANSIT. HE ASKED
FOR MORE INFORMATION ABOUT VARIOUS POSSIBILITIES FOR AN
FRG CONTRIBUTION: REPAIR, RENOVATION, OR ENLARGEMENT
OF THE WATERWAYS TO PERMIT PASSAGE OF THE LARGER "EUROPA
CLASS" CRAFT. MEISSNER REPLIED THAT IF THE FRG ONLY
ASSISTED IN MAKING REPAIRS THE GDR WOULD STILL RAISE
THE TOLLS. MEISSNER EXPRESSED NO INTEREST IN RENOVATION
OF THE WATERWAYS, BUT REACTED POSITIVELY TO THE IDEA
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OF AN ENLARGEMENT OF THE SYSTEM. HE SAID THAT IT MIGHT BE NECESSARY FOR BONN TO RAISE THE POSSIBILITY OF ENLARGEMENT TO KEEP THE WATERWAYS FREE FOR FRG USAGE. FOR AN ENLARGEMENT OF THE MITTELLAND CANAL, THE ELBE-HAVEL CANAL, AND THE ROTENSEE SHIP HOIST, HE ESTIMATED THE COSTS AT DM 650 MILLION.

8. VON RICHTHOFEN COMMENTED THAT MERE REPAIR OF THE WATERWAYS WOULD SUGGEST TO THE GDR THAT THE FRG HAD LITTLE INTEREST IN WATER TRANSIT, AND THAT THE FRG INTENDED TO ALLOW THE SHIFT TO ROAD AND RAIL TRANSIT TO CONTINUE. THE GDR WOULD LIKE TO OBTAIN THE HARD CURRENCY SUCH AN ENLARGEMENT WOULD BRING, BUT IT HAD NO INTERNAL NEED FOR THE ENLARGEMENT AS SUCH.

RESTRICTIONS ON HAVEL CANAL AND HAVEL-ODER WATERWAY

9. VON RICHTHOFEN SAID THE GDR HAD TAKEN UNILATERAL ACTION PLACING RESTRICTIONS ON THE USE OF THE HAVEL CANAL AND THE HAVEL-ODER WATERWAY. A GDR DIRECTIVE EFFECTIVE APRIL 1, 1978, LIMITED USE OF THESE ROUTES TO CRAFT WITH ENGINES OF LESS THAN 600 HORSEPOWER. ONE SECTION OF THE ODER-HAVEL CANAL COULD NOT BE USED BY VESSELS RIDING LOWER IN THE WATER THAN 1.85 METERS. IN ADDITION, SPEED LIMITS FOR CERTAIN SECTIONS WERE LOWERED.

10. VON RICHTHOFEN SAID THE FRG WAS EXAMINING THE GDR DIRECTIVE TO DETERMINE IF IT WAS IN CONFORMITY WITH ARTICLE 1 OF THE FRG-GDR TRANSIT AGREEMENT. THE PRELIMINARY VIEW WAS THAT THE TWO WERE IN CONFLICT. HE SAID THE GDR STRESSED THAT ITS RESTRICTIONS WERE NOT DISCRIMINATORY, BUT APPLICABLE TO ALL SHIPS,
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INCLUDING ITS OWN. HE COMMENTED THAT THIS WAS TECHNICALLY THE CASE; THE GDR, HOWEVER, HAD NO CRAFT OF SUCH A SIZE AS TO FALL UNDER THE NEW RESTRICTIONS, WHILE THE POLES HAD ONLY TWO.

11. COMMENT: WE WERE PUZZLED BY MEISSNER'S REMARK (PARA 7 SUPRA) THAT BONN SHOULD RAISE WITH THE GDR THE POSSIBILITY OF ENLARGEMENT OF THE TRANSIT WATERWAYS TO ENSURE THAT THEY WOULD "REMAIN FREE FOR FRG USAGE." FRG BONN GROUP REP WEGENER TOLD US APRIL 4 THAT THIS IS

PROBABLY A LOW-LEVEL THREAT DESIGNED TO ENCOURAGE THE
FRG TO PURSUE THE SUBJECT OF ENLARGEMENT WITH THE GDR,
A PROJECT FROM WHICH THE GDR COULD REAP A LARGE HARVEST
OF HARD CURRENCY.
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